TOP SECRET
[redacted]

25X1

IDEA 0059-67
Copy 5 of 6
04 APR

MEMORANDUM FOR: Comptroller, OSA

SUBJECT: IDEALIST Operational Summary and Status (March 1967)

REFERENCE: Memorandum from D/SA to D/O/OSA and D/R&D; dated 26 May 1965; Subject: OSA Monthly Report to DD/S&T and Program B Quarterly Review Report to D/NRO [redacted]

25X1A

Attached is the IDEALIST Operational Summary and Status for the month of March 1967.

[redacted]

25X1A

WILLIAM E. SHELTON
Colonel USAF
Deputy for Operations, OSA

Attachment - 1
As stated above

25X1A

IDEA/OSA/[redacted] aea (3 Apr 67)
Distribution:
#1 - Compt/OSA
#2 - D/O/OSA
#3 - SAS/OSA
#4 - IDEA/OSA
#5 - RR/OSA
#6 - Holdback

[redacted]

25X1

TOP SECRET

GROUP 1
Excluded from automatic downgrading and declassification

IDEA 0059-67
Attachment 1

IDEALIST

OPERATIONAL SUMMARY AND STATUS

I. General Summary

A. One Agency U-2 overflight was flown during the month of March 1967. Mission C117C was flown by [redacted] on 28 March covering the Taiwan Straits. This mission was not a total success from a photo intelligence view point due to cloud cover. It was very successful from an operational standpoint since it was the first mission after the new TACKLE Agreement was signed on 17 March. It also checked out a new pilot and re-established system reliability. Mission C107C was alerted on 24 March and later cancelled due to weather. Mission C127C was alerted for 31 March and due to weather is presently on a delay status. 25X1A

25X1A B. [redacted] returned to [redacted] and are presently undergoing upgrading to CAT I rating. 25X1

25X1A [redacted]

25X1A D. An additional [redacted] Test (System 13C) was flown on 9 March and had excellent results. A RED DOT film test was flown on 8 March with follow-on tests scheduled. Numerous Doppler tests were flown with varying degrees of success. Two 25X1A [redacted] tests were flown which pointed out several faults of the system. Further qualification tests will be flown in early April.

II. Product Improvement

A. The examination of the failure of a J-75P-13 engine revealed that the first stage turbine disk failed from excess stress and rupture, probably the results of a hot or hung start. As a remedy to prevent disk failure, Pratt and Whitney has incorporated a new disk which increases significantly the stress rupture strength, thereby providing greater tolerance to stress imposed on disks. This new disk is being installed in engines going through overhaul at Pratt and Whitney and at Pacific Airmotive Corporation. The last aircraft will have an engine with new disks installed the latter part of April. To prevent hung or hot starts the start carts and starting procedures have been inspected and changed to produce maximum start characteristics as prescribed in TMOM.